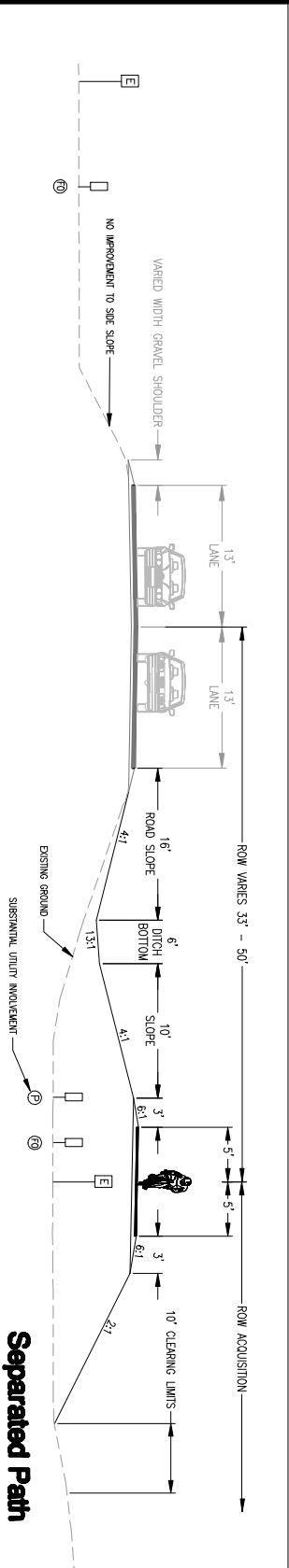
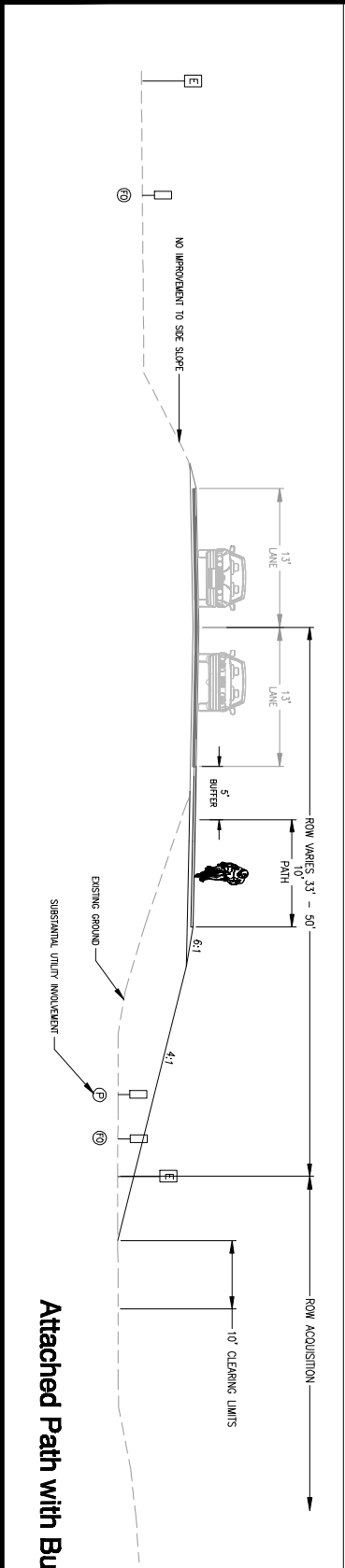


Plack Road Bike/Pedestrian Facility (77248) - Alternative Comparison

| Plack Road Bike/Pedestrian Facility (77248) - Alternative Comparison | |
|---|--|
| ADVANTAGES | DISADVANTAGES |
| <ul style="list-style-type: none">• Shortest schedule/construction time• Least right-of-way involvement• Minimal utility involvement• Optimum geometry at approaches• Improved roadside safety for vehicles• Minimum conflict with existing trails• Substantial public support expressed• Least expensive design | <ul style="list-style-type: none">• Facility users are closer to traffic |
| <p>Proposed Alternative - Addition of 6 Foot Wide Shoulders</p> | |

| | |
|---|---|
|  <p>Separated Path</p> <ul style="list-style-type: none">• Facility users further from traffic• Improved roadside safety for vehicles (one side)• Substantial public support expressed <ul style="list-style-type: none">• Substantial right-of-way acquisition• Substantial utility involvement• Undesirable geometry at approaches• More conflicts with existing trails• Longer schedule• Most expensive design | <ul style="list-style-type: none">• Minimum public support expressed• Substantial right-of-way acquisition• Substantial utility involvement• Longer schedule |
|---|---|

| | |
|--|---|
|  <p>Attached Path with Buffer</p> <ul style="list-style-type: none">• Facility users further from traffic• Improved roadside safety for vehicles (one side) <ul style="list-style-type: none">• Minimum public support expressed• Substantial right-of-way acquisition• Substantial utility involvement• Longer schedule | <ul style="list-style-type: none">• Minimum public support expressed• Substantial right-of-way acquisition• Substantial utility involvement• Longer schedule |
|--|---|